



The China Mail.

ESTABLISHED 1845

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Manila, A. S. WATSON & Co., Inc.

No. 15,970.

號一十月七年四十一百九千一第

HONGKONG, SATURDAY, JULY 11, 1914.

庚申年六月初三日

PRICE 3800 per Month

THORNE'S

No. 4,
OLD VAT
SCOTCH
WHISKY.

As supplied to the House
of Lords and House of Com-
mons.

A. S. WATSON & Co., Ltd

WINE & SPIRIT MERCHANTS,
ALEXANDRA BUILDING, Hongkong.

THE MACHINERY OF THE AQUITANIA.

Britain's Largest Liner.

The Cunard steamship "Aquitania", Britain's largest liner, has made her maiden voyage, to New York. Nearly a hundred feet below the engine-room skylight—far under water level—are thousands of tons of turbine engines, boilers, and other machinery. Engine and boiler rooms stretch in unbroken line for 600 ft. A hundred and sixty-eight famished devour hundreds of tons of coal daily, and convert some 10,000 tons of water into steam, affording power to drive this immense 50,000-ton mass of steel through the water as fast as a railway train. Underneath the machinery compartments are the inner and outer bottom, divided into watertight compartments. The inner skin of the ship forms the side of the boiler and engine rooms, and the space between the two skins of the ship is divided by bulkheads into watertight compartments, used for the bunkers and the machinery space, is thus doubly protected.

The turbines which rotate the four propellers possess many unique features, two of them weighing 450 tons each. These turbines are revolved by the action of steam passing through rings of fixed and moving blades, which number over a million, and vary in length from 1½ to 30 in. When the steam leaves the turbines it exhausts into the condensers, where it condenses by the cool flow through nearly 50 miles of tubes of fixed and moving blades, which number over a million, and vary in length from 1½ to 30 in. When the steam leaves the turbines it exhausts into the condensers, where it condenses by the cool flow through nearly 50 miles of tubes of fixed and moving blades, which number over a million, and vary in length from 1½ to 30 in. When the steam leaves the turbines it exhausts into the condensers, where it condenses by the cool flow through nearly 50 miles of tubes of fixed and moving blades, which number over a million, and vary in length from 1½ to 30 in.

A STEPFATHER'S FIRST TASK.

Left in bed while their mother, a widow, was being married again two little children, Mary and Kate Riddell, aged five and three, of George-street, Lury, had a narrow escape from fire. Smoke was seen coming from the house. An alarm was raised and the children's mother and her bridegroom were informed. The door was forced, the bridegroom dashed through the smoke, snatched the children from their bed, and dropped them unharmed from the window to people in the street. The fire, which was soon put out, was in the kitchen.

The announcement was made recently that the Northwich Platten's Friendly Society, which has been in existence 122 years and is one of the oldest in the kingdom, is to be voluntarily dissolved. It consists of workmen employed on the River Weaver, and only workmen or their sons were permitted to enter.

DON'T NEGLECT YOUR FAMILY.

WHEN you fail to provide your family with a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy at this season of the year, you are neglecting them, and lowest complaints are sure to be prevalent, and it is too dangerous a remedy to be tried with. This is especially true if there are children in the family. A dose or two of this remedy will place the trouble within control and perhaps save a life, or at least a doctor's bill. For sale by all Chemists and Druggists.

BUSINESS NOTICES.

MILKMAID
RICH THICK
CREAM.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

SATURDAY, 11th JULY.

8 A.M. 'HONAM.' 8 A.M. 'HEUNGSHAN.'

10 P.M. 'HEUNGSHAN.' 5 P.M. 'KINSAN.'

SUNDAY, 12th JULY.

10 P.M. 'FATSHAN.' 4 P.M. 'HEUNGSHAN.'

Single Fare by Night Steamer..... \$ 6.00
Return Fare by Night (available also for Return by day Steamer) 10.00
Single Fare by Day Steamer..... 4.00
Return Fare by Day Steamer..... 8.00

The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night Steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG-MACAO LINE.

S.S. 'SUI TAI' S.S. 'TAISHAN'

HONGKONG TO MACAO

Week days at 7.30 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf

Sundays, at 9 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 12.30 P.M. Sundays, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO.

SUNDAY, 12th JULY.

The Company's Steamship "TAISHAN,"

will depart from the COMPANY'S WING LOR STREET WHARF at 9 A.M.

and return from Macao at 4 P.M.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. 'HOISANG.'

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

CANTON-WUCHOW LINE.

S.S. 'SAINAM,' 588 Tons, and S.S. 'NANSHING,' 565 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the day at 8.30 A.M. Round trips take about 6 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers 'LINTAN' and 'SANUI.' These vessels have superior Cabin accommodation, and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (Formerly Prince's)

Opposite the Elsie Fir.

SINGON & CO.

ESTABLISHED A.D. 1870.

IRON, STEEL, METAL and HARD
WARE-MERCHANTS. Wholesale
and Retail. 'Ironmongers', 'F. Iron and
Foundry' and 'Ironmongers'. General Store-
keepers and Shipchangers. Nos. 35 and
37, Hing Loong Street, (2nd Floor), work
of Central Market. Telephone No. 515.
Hongkong, September 4, 1913.

THE CARLTON HOTEL

Recently Renovated and Refurnished,
Self-Contained Suites of Apartments with Private
Bath-rooms attached, Luxuriously Furnished Lounge, Drawing, Reading
and Writing Rooms
PERFECT SANITATION
Under Personal Management of
O. E. OWEN, Proprietor

BUSINESS NOTICES.

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, WROG-
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway
Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 68' x 34'

Pumps empty Dock in 2-3 1/2 hours

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement,
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Shop ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINES for Chains, Wire Ropes, Ropes, etc.

AGENTS FOR—

JOHN L. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 120 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,

LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY

DESCRIPTION

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, ETC.

Dockyard Manager can be seen on the hours of 11 a.m. and 12 noon at the
Town Office.

SUTTERFIELD & SWIRE.

HONGKONG, CHINA and JAPAN AGENTS.

Telegraphic Address: 'TAIKOO DOCK.' Telephone No. 212.

"MUMEYA."

"While-you-wait" Photography
JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH
APPARATUS AND MATERIALS WHICH CAN FINISH
IN AN HOUR.

PRICE 2.00 per 3 pcs. for Post Card.

No. 8, Queen's Road Central.

TELE. No. 254.

NEW SHIPMENT

Government guaranteed 1st Grade Butter.
Packed specially in Australia for us. Absolutely
Best Imported. None Better quality made.
75 cents per lb.

FOR THE BEST OF EVERYTHING PROCURABLE IN ANY 1st CLASS
RESTAURANT IN THE EAST TRY THE

ALEXANDRA CAFE

THE HONGKONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

A LA CARTE GRILL ROOM.

J. H. ZAGGART, Manager.

PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.

Telephones in all rooms. First-class Chinese, Lounge, Smoking and Ladies' Rooms.

Roof Garden.

Terms:—From 65 pence per day.

Telegraph Ad: 'Peacote.'

P. O. PEUTER.

Manager.

GRAND HOTEL.

NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION
AND CLEANLINESS.

COUSINE UNDER EUROPEAN SUPERVISION.

ELECTRIC LIGHT & FANS THROUGHOUT.

F. REICHMANN, Proprietor.

BUSINESS NOTICES.

A WORLD-WIDE REPUTATION for
over THREE-QUARTERS of a CENTURY.

WILKINSON'S

ESSENCE OF PLANT EXTRACT OF RED JAMBU.

"We cannot speak too highly of it."

Provenance by the HIGHEST MEDICAL AUTHORITY.

The WONDERFUL PURIFIER of the HUMAN BLOOD.

THE SAFEST MOST RELIABLE Tonic for Torpid Liver, Debility, Eruptions, &c.

READY FOR

WILKINSON'S INDISPENSABLE TO

SARSAPARILLA ALL WHO VALUE HEALTH

BEWARE OF IMITATIONS AND SUBSTITUTES.

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GREEN ISLAND CEMENT CO., LTD.

Portland Cement

In Casks of 375 lbs. net.

In Bags of 50 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

A PREVENTIVE OF MALARIA

MOSCATINE.

THE INFALLIBLE INSECT REPELLER.

PRICE 50 Cts. \$1.00 AND \$3.50 PER BOTTLE.

Prepared Only By

THE VICTORIA DISPENSARY.

32, QUEEN'S ROAD CENTRAL.

BOURNVILLE COCOA



The Cocoa
with the
most delicious
flavour.

Made by
Cadbury's
from the
finest Cocoa

Hongkong, Dec. 17 1913

CALBECK, MACGREGOR & CO.

(Established 1864.)

SOLE AGENTS FOR

B. L. Whiskies

Gold Label and White Label

Prepared by the OLDEST FIRM OF
DISTILLERS in the United Kingdom.

INTIMATIONS

HAVE YOU USED
KAMANIA OIL?

The World's Favourite Hair Oil.

For beautifying and increasing the growth of the hair, for preventing its falling out, for restoring it to its natural colour, for making it silky, pliant and lustrous, and for keeping the brain cool and refreshed. No other hair oil can approach it in perfection. It has, besides, the most delicate and charming perfume.

TEST IT FREE.

A sample phial will be sent free of charge to all who write for it.

PRICE.—Eighty Cents a bottle. Can be had from all Universal Providers and other principal dealers in the Colony or from the sole agent Choo Choo Wai, No. 8, Yee Wo Street, Hongkong.

Sole Proprietors:—
KAMANIA PERFUMERY COMPANY,
Bombay, India.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.
Established 1883
MANUFACTURERS OF

PURE Manila ROPE

STRAND 1" to 15" CIRCUMFERENCE.
CABLE LAID 5" to 15" CIRCUMFERENCE.
4 STRAND 3" to 10" CIRCUMFERENCE.

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to
Shewan Tomes & Co., General Managers.

Hongkong, April 11 1914.



JOHN OAKLEY & SONS, LIMITED, "WELLINGTON MILL, LONDON."

TO LET

TO LET.
NO. 3, SEYMOUR TERRACE on August 1st, 1914.
Apply: G. A. WOODCOCK, Magistrate.
Hongkong, July 10, 1914. 817

TO LET.
GODOWN in ICE HOUSE STREET.
Apply HONGKONG ICE CO., LTD.
Hongkong, May 21, 1914. 843

TO LET.
LA HACIENDA E., No. 74, Mount Kellier Road.
Apply CHATER & M. DY., No. 5, Queen's Road Central.
Hongkong, April 2, 1914. 415

TO LET.
FROM 1st JULY, 1914.
IN CANTON on SHAMHEEN Lot 55. The premises now in the occupation of the Bank of TAIWAN, Ltd.
Apply to: DAVID SANSON & CO. LTD., Hongkong, May 6, 1914. 878

TO LET.
BOARD and LODGING for Single Gentlemen; three minutes from Ferry, terms moderate.
Apply: Mrs. EDWARD JACOBS, 17, Ashley Road, Kowloon.
Hongkong, July 2, 1914. 781

TO LET.
No. 19th SHELLEY STREET.
No. 7, STEWART TERRACE, Peak. Thoroughly renovated and in good order.
No. 55, ELGIN TERRACE, newly painted and colourwashed.
ROOMS in Queen's Road Central.
No. 9, BEAUFIELD ARCADE, Shop.
Apply to: LYNSTED & DAVIS, 8rd Floor, Alexandra Buildings, Hongkong, July 2, 1914. 67

FOR SALE.
"OLENTHIEL" 124 Barker Road, 6 rooms, close to Tram Station.
Apply to: LYNSTED & DAVIS, 8rd Floor, Alexandra Buildings, Hongkong, July 2, 1914. 67

TO LET

TO LET:
OFFICES in HOTEL MANSIONS, From 1st September next.
Apply to: HENRY HUMPHREYS, Alexandra Buildings.
Hongkong, July 7, 1914. 802

TO LET:
QUEEN'S BUILDING.
TO LET the South West portion of the First Floor, including Treasury on Ground Floor, lately in occupation of the GERMAN BANK.
Apply to: THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd., Hongkong, June 16, 1914. 733

TO LET.
FOUR ROOMED HOUSES in Salisbury Avenue, Kowloon. Cheap rental. SHOP with Godown attached, NATHAN ROAD, Kowloon. Kowloon Marina Lot No. 48 with Wharf. FLATS in Nathan Road, Kowloon.
Apply to: HUMPHREYS ESTATE & FINANCE Co., Ltd., Alexandra Buildings, Hongkong, May 19, 1914.

TO LET.
SIEN TING.
Surgeon-Dentist.
No. 14, D'AGUIAR STREET.
TERMS VERY MODERATE
Consultation Free.

TO LET.
THE CHINA MAIL.
Typhoon Map & Guide.
PRICE: 40 cents.

TO LET.
THE ALEXANDRA CAFE cannot be reached. H. Equivalled. For Bread Cakes, Confectionery, Meats with Wines & Liquors.

BOMB EXPLOSION IN WESTMINSTER ABBEY.

(Continued from page 4.)

missioner in a pained tone, and Canon Westlake added that the chief object which the explosion had had was to bring down an amazing quantity of dust. The examination had not then been concluded, and it is probable that to-day Major Cooper-Kay, the well-known Home Office expert in explosives, will be called in to make an examination.

Our representative asked if the outrage would have the result of closing the Abbey to the public. Canon Westlake said that no such decision had been arrived at, and today, after the official examination has been completed, the public will be admitted as usual. The precautions which have been observed for some time, however, are likely to be considerably extended, and all visitors will be under very strict surveillance.

HISTORY OF THE CHAIR.

Six Centuries Old.

SEAT OF ITS ORIGIN.

The Coronation chair, which for more than six centuries had until yesterday rested secure within the sanctuary of Westminster Abbey, is one of the few famous chairs which have come down from remote antiquity. In tradition of age, it cannot be compared with the chair of St. Peter's at Rome, whose workmanship is attributed to the sixth century, and it is relatively modern beside the "Chair of Dagobert" in the Louvre, but after those two famous examples of old-time seats the English Coronation chair is in Europe perhaps the most venerable, and in its historic associations it is second to none. If the stone which it contains, and to which it owes its existence, is to be regarded as an integral portion of the chair, then the Coronation chair is beyond is to be trusted, forms a link with the most primitive era of human history.

It was, to be precise, exactly 618 years since the chair came into being and had assigned to it the proud office which it has ever since served. In June, 1296, King Edward I. of England, that great lawgiver and warrior, who had inherited the yoke of English arms upon the Scottish race, completed the humiliation of the Northern people by removing from the Abbey of St. Dunstons the Stone of Destiny, the palladium of Scotland. That stone, as the faithful believed, was the very one on which rested Jacob's head when in a vision he saw angels ascending and descending a ladder raised from earth to heaven, and it was said to have been brought to Scotland by Scotia the daughter of Pharaoh, from whom the Scots line of Monarchs was descended. It seems in fact, possible that the stone was brought from Ireland to Scotland by Fergus, the first king of the latter country, and that upon it he was crowned, some 330 years before Christ. Certainly, from a very early time it was used in the coronation of the Scottish kings at Dunstaffnage and Scone.

"MAGNIFICENT DECORATION."
To receive the precious relic, King Edward I. caused to be made the chair which still holds it. At first he gave orders for a chair of bronze, and then decided to have it made in wood. Moreover, he decreed that the chair and its sacred contents should be installed in the Chapel built by his father, containing the shrine of Edward the Confessor and the tomb of his own beloved Queen Eleanor, and where he, like his father, came at last to be laid. The stone remains intact within its shrine, but the chair, which beyond all doubt, has been the Coronation Chair of every successor to the throne since Edward I., has been altered and adorned from age to age. The late Sir Gilbert Scott, architect and antiquary, described it as a "magnificent piece of decoration, but sadly mutilated." To the eye the wood appears very hard and solid. The chair rests on four lions, with a garigulous quaintness of facial expression. In front an original tracery has disappeared, leaving an oblong space, which discloses the rugged stone—sandstone, to judge by its appearance—measuring 20 in. in length, 10 in. in breadth, and 10 in. in thickness. Other missing portions of the chair are the fanial, which once surmounted the triangular top of the chair, and the two embellishments, which occurred where the arms join the back. On the back and inside of the arms of the chair can be faintly seen remains of the original gesso decoration. More, perhaps, would be visible had not the chair been smothered up at the 1897 Jubilee by a coat of brown paint.

WHEN GIRLS GROW WEAK.

When girls grow deathly pale, weak and nervous, then is the time for parents to take prompt steps for their remedy. The girl in her "teens" cannot develop into a robust, happy womanhood without abundant red, rich blood in her veins, and it is lack of new, good blood that is the great trouble with girls who are thin, who grow anaemic (bloodless), depressed, delicate and thin, with no appetite, no strength and no interest in life.

In Dr. Williams' Pink Pills there is a splendid, vigorous health, with glowing cheeks and sparkling eyes for every unhappy, feeble girl who is struggling on to womanhood in a wretched state of health. There is no medicine that can compare with Dr. Williams' Pink Pills for giving strength and dispelling disease. These Pills have a special beneficial influence on the blood, making it rich, red and pure, so that it is able to carry on its work of refreshing the tired body, the overworked nerves and the flagging appetite. This is why thousands of women, now robust and attractive, are recommending Dr. Williams' Pink Pills to their suffering sisters. Begin to-day to dispel your anaemia, your headaches, your indigestion and feeling of weakness by starting a course of Dr. Williams' Pink Pills. Sold by all dealers, also by the Dr. Williams' Medicine Co. 84 State Street, Boston, U.S.A. One bottle for \$1.50, six for \$8 post free.

Parliament and Outrage.

Our Parliamentary Correspondent writes:
The news of the bomb outrage at Westminster Abbey reached the House of Commons while the Home Secretary was actually defending his policy in relation to the militant Suffragettes. The explosion was regarded as an ironic commentary upon Mr. McKenna's claim that his policy against outragemongers was proving successful.

The explosion was heard inside the Houses of Parliament. One of the officials, an engineering expert, was taking tea in the basement when the sound reached his ears, and he at once exclaimed, "That's a bomb." At the same moment a couple of militants found their way to St. Stephen's Hall, and got into conversation with some unassuming members, who were much struck with their devious behaviour, but on tidings of the outrage coming to hand they suddenly disappeared.

A RECORD OF SACRILEGE.
Last evening's act of sacrilege was the ninth since the beginning of this year. The record of attacks is:

Feb. 20.—Paris church at Whitechapel. Huddington, burned down; £10,000 damage.
March 1.—Bomb explosion at the church of St. John the Evangelist, Westminster.
March 2.—Beautiful carved chancel screen at St. John's Episcopal Church, Edinburgh, defaced by a knife.
March 13.—Interior of Birmingham Cathedral painted with Suffragette messages and organ front slashed.
March 2.—1,000-year-old parish church of Cleveland, Somerset, set on fire.
April 5.—Bomb explosion in St. Martin-in-the-Fields.
May 11.—Bomb explosion at the Metropolitan Tabernacle.
June 2.—Warrington parish church destroyed; part of the church dated back to 1515.

An English journalist in China writes to the Westminster Gazette to put people right about the pronunciation of "kowtow." It is commonly assumed at home, he says, that the word is common use in China and that both of its syllables rhyme with the English word "how." As a fact the phrase is "kowtow" derived from "ko," knock, and "tow," head, and the second syllable does not rhyme with "how." The "ow" in all Chinese names such as Foochow, Soochow, Hankow, etc., was originally intended to rhyme with the English "low." We are informed at the same time that such sounds as "chin-chin" and "chow chow" are not Chinese at all, but jocular jingles concocted by that committee of humorists who invented the barbaric jargon known as Pidgin English. "Pidgin" being a corruption of "business," which is fast becoming obsolete in the most progressive ports of China.

EUROPEAN AGENCY

WHOLESALE buying agencies undertaken for all British and Continental goods, including:
Books and Stationery, Boots, Shoes and Leather, Chemicals and Druggists' Sundries, China, Earthenware and Glassware, Cycles, Motor Cars and Accessories, Drapery, Millinery and Fine Goods, Fancy Goods and Perfumery, Hardware, Machinery and Metals, Jewellery, Plate and Watches, Photographs and Optical Goods, Provisions and Groceries, Stores, etc., etc.

Commissions 2 1/2 to 5%.
Trade Discounts allowed.
Special Quotations on Demand.
Sample Cases from £10 upwards.
Consignments of Produce sold on Account.
WILLIAM WILSON & SONS
(INCORPORATED IN ENGLAND)
75, ABchurch Lane, LONDON, E.C.4.
Cable Address: "ABchurch, London."

C & B POTTED MEATS.

15 VARIETIES.

ALL DELICIOUS AND APPETISING.
GAME, HAM, CHICKEN AND TONGUE, ETC., ETC.

Prepared by a celebrated Chef under ideal conditions of cleanliness and selection.

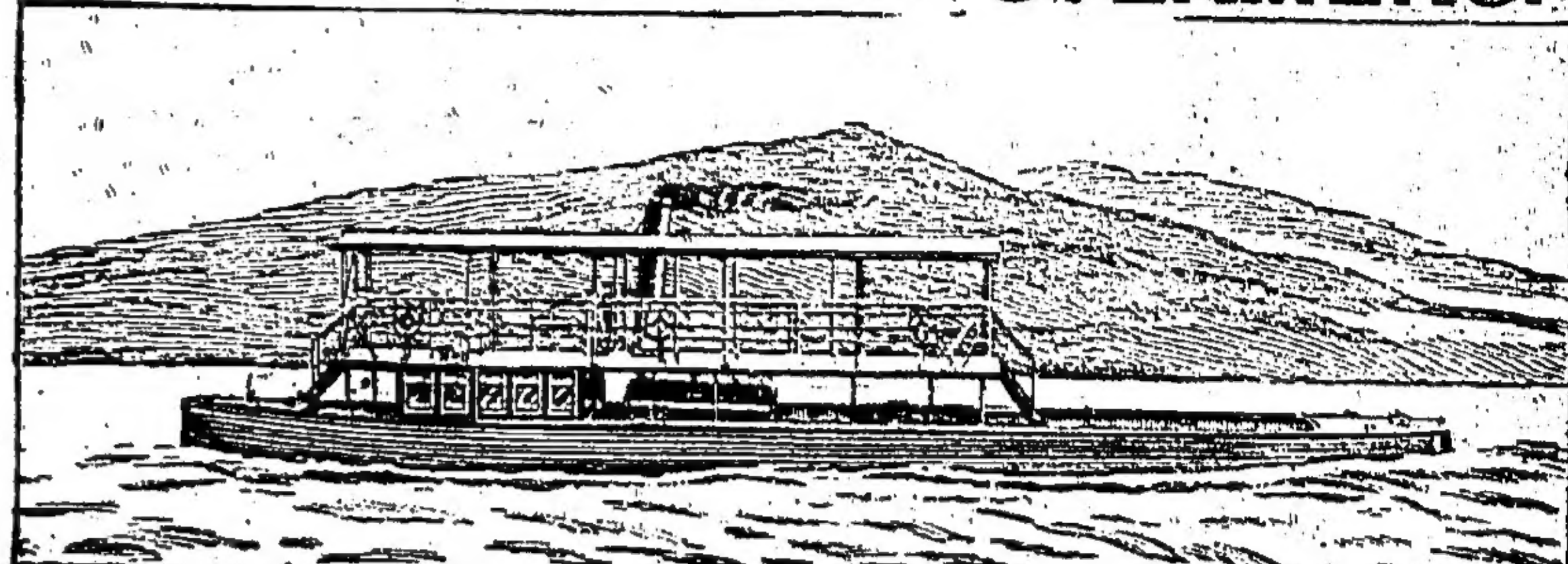
IN GLASS, TINS AND WHITE JARS.

ONE OF THE BEST OF
CROSSE & BLACKWELL'S
CELEBRATED TABLE DELICACIES.

AGENTS FOR LEA & FERRINS
WORCESTERSHIRE SAUCE.



YARROW'S SHALLOW-DRAUGHT STEAMERS.



YARROW'S make a speciality of SHALLOW-DRAUGHT RIVER STEAMERS, either propelled by a STERN-WHEEL, or by SCREWS WORKING IN TUNNELS, fitted with YARROW'S PATENT HINGED FLAP, by which means a considerable increase in speed is obtained without increase of cost. Vessels can be delivered whole, in pieces, or in floatable sections arranged so that they may be readily united while afloat.

For particulars apply to—
YARROW & Co., Ltd., Shipbuilders, GLASGOW. (Formerly of POPLAR, LONDON.)

Dr. J. Collis Browne's

Chlorodyne

THE ORIGINAL AND ONLY GENUINE.

The Best Remedy known for
COUGHS, COLDS,
ASTHMA,
BRONCHITIS.

The Most valuable Remedy ever discovered.
Effectually cures short attacks of SPASMS.
Checks and cures those too often fatal diseases
FEVER, CROUP, AGUE.

Chlorodyne is a liquid taken in drops, gradually according to the malady. It invariably relieves pain of whatever kind; creates a calm refreshing sleep; allays irritation of the nervous system when all other remedies fail; saves no bad effects; and can be taken when no other medicine can be tolerated.

CONVINCING MEDICAL TESTIMONY WITH EACH BOTTLE.

None Genuine without the words Dr. J. Collis Browne's Chlorodyne on the Stamp.

Sold by all Chemists. Prices in England: 3/11, 2/9, 4/5.

Sole Manufacturers:
J. T. RAVENHILL, Ltd.,
London, E.C.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	I.H.P.	Commander.	Last report at
Alacrity	despatch- vessel	1850	2	2000	Comdr. Archibald Cochran	Wei-hai-wei
Atlas	Admiralty tug	—	—	—	—	—
Bramble	river gunboat	710	2	200	Lt.-Comdr. V. E. Brandon	Wei-hai-wei
Britomart	river gunboat	710	2	200	Lt.-Comdr. Q. B. Preston-Thames	Hongkong
Cadmus	aloop	1070	6	1400	Capt. M. S. Fitzmaurice	Yangtze
Chelmer	torpedo boat destroyer	660	4	750	Lieut.-Comdr. H. T. England	Hongkong
Cherub	water tank and tug	390	—	—	—	Hongkong
Olio	aloop	1070	6	1400	Comdr. Colin Mackenzie, D.S.C.	Yangtze
Colno	torpedo boat destroyer	650	4	750	Comdr. Seymour	Wei-hai-wei
Fame	torpedo boat destroyer	830	6	670	Lieut. C. M. Blackman	Hongkong
Hampshire	cruiser, 1st class	10,850	10	20,500	Capt. H. W. Grant	Wei-hai-wei
Joel	torpedo boat destroyer	660	4	750	Lieut. Comdr. G. F. A. Mallock	Hongkong
Kennet	torpedo boat destroyer	660	4	750	Lieut. Comdr. F. A. H. Russell	Wei-hai-wei
Kinshas	river gunboat	618	4	1200	Lt.-Comdr. H. D. Marryat	Yangtze
Merlin	aloop	1040	—	—	Lt.-Comdr. Gibson	Loban
Minotaur	cruiser, 1st class	14,800	—	27,000	Capt. E. B. Kiddle	Wei-hai-wei
Moorehead	river gunboat	120	2	800	Lt.-Com. Alan Dixon	West River
Newcastle	cruiser, 2nd class	4800	12	22,000	Capt. Frederick A. Powlett	Wei-hai-wei
Nightingale	river gunboat	65	2	240	Lieut.-Com. Malcolm Murray	Yangtze River
Ribble	torpedo boat destroyer	660	—	750	Lieut. Comdr. R. W. Wilkinson	Wei-hai-wei
Rosario	despot ship, submarine	980	—	1400	Lieut. Comdr. F. A. N. Cromie	Hongkong
Robin	river gunboat	65	2	240	Lt.-Comdr. Nash	West River
Sandpiper	river gunboat	65	2	240	Lt.-Com. I. A. S. Hutton	West River
Saipo	river gunboat	65	2	240	Lt.-Comdr. M. T. R. Maxwell Scott	Yangtze
Tamar	receiving ship	1650	—	—	Commodore R. H. Anstruther, C.M.G.	Hongkong
Toad	river gunboat	180	2	800	Lt.-Comdr. S. P. B. Russell	Upper Yangtze
Thistle	river gunboat	710	2	940	Lt.-Com. G. F. L. L. Page	Wei-hai-wei
Triumph	torpedo boat destroyer	660	—	750	Lt.-Comdr. A. S. S. S. S. S.	Hongkong
Uk	torpedo boat destroyer	660	—	750	Lt.-Comdr. Maxwell	Wei-hai-wei
Welland	torpedo boat destroyer	660	—	750	Lieut. Comdr. O. A. P. P. P.	Hongkong
Widgeon	river gunboat	195	2	100	Lt.-Com. M. J. J. J. J.	Upper Yangtze
Woodcock	river gunboat	150	2	600	Lt.-Com. M. Blackwood	Yangtze
Woodwren	river gunboat	150	2	600	Lt.-Comdr. Lloyd	Yangtze
Yarmouth	light cruiser	1200	—	22,000	Capt. H. L. Cochran	Wei-hai-wei
C36	submarine	—	—	—	Lieut. P. J. McGillicuddy	Hongkong
C37	submarine	—	—	—	Lieut. J. Cairnes	Hongkong
C38	submarine	—	—	—	Lieut. R. K. O. Pope	Hongkong
C39	torpedo boat	—	—	—	Lieut. Hamdy	West River
C40	torpedo boat	—	—	—	Lieut. White	Hongkong
C41	torpedo boat	—	—	—	Lieut. Wyndham-Quin	West River
C42	torpedo boat	—	—	—	Lieut. Newell	Hongkong

* Flagship of Vice-Admiral T. H. M. Jervis, R.N., Commander-in-Chief.

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"Under Weight," a condition of ill-health, shows your assimilative powers are decreasing.

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COD LIVER OIL
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PYERIS.

Chemically, an exact reproduction of a well-known German spring, at half the price. Blends Perfectly with Spirits, especially Whisky. Once try a Whisky Pyeris and you will ask for it again.

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The only fermented Stone Ginger Beer in the Far East. The real charm of Stone Ginger Beer is the favour produced by partial fermentation; without this the Stone Ginger Beer can be said to be genuine.

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FRAGRANT, AROMATIC, DRY. Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.

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QUALITY

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FINISH

PROOFING

CALL AND SEE THEM

HIGH-CLASS

GENTS

OUTFITTERS

THE DIARY.

MEMOS. FOR TO-MORROW.

Prince John's birthday (1908) (youngest child of King George and Queen Mary).

9 a.m.—Excursion to Macao.

General Memoranda.

TUESDAY, July 14.—

Taking of the Bastille, 1789—French National Festival.

The Full Court of Appeal opens.

2.30 p.m.—Auction of Furniture etc. at Messrs. Hughes and Hough's.

WEDNESDAY, July 15.—

St. Swithun's Day.

11 a.m.—Auction of Gents' Rain Coats, Ladies' Shoes, etc., at Messrs. Hughes and Hough's.

12.30 p.m.—Steam Laundry Co's Meeting.

SATURDAY, July 18.—

3.15 p.m.—Third Gymkhana Meeting for the Season.

TUESDAY, July 21.—

7.45 p.m.—Sanitary Board Meeting.

THURSDAY, July 23.—

General Meeting of the Associated Portuguese de Socorro Mutuo.

MONDAY, July 27.—

Noon—Statutory Meeting of the Hong Kong Central Estates Ltd.

TUESDAY, July 28.—

Lady May's "At Home" at Mountain Lodge.

Hongkong Stockbrokers' Settling Day.

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2A, QUEEN'S ROAD, HONGKONG.

Hongkong, July 22, 1914.

The China Mail

HONGKONG, SATURDAY, JULY 11, 1914.

SUBMARINE OR BATTLESHIP.

SHOULD the submarine boat supersede the battleship is the question that has been awakening keen interest at home of late as the result of a letter recently sent to the "Times" by Admiral Sir Percy Scott.

This distinguished officer, as Rear Admiral, has taken the view that the building of any more battleships now will be a misuse of money subscribed by the citizens for the defence of the Empire, as he can see "no use for battleships, and very little chance of much employment for fast cruisers." For a long time it has been recognised that the submarine-boat must take an increasingly important part in war tactics, and there is no doubt that in those peace manoeuvres, where war conditions are simulated, the submarine-boat has taken a place of growing significance and success.

But the storm of criticism which Sir Percy has raised in the columns of our contemporary would seem to show that the change he advocates now must be of gradual growth, and not a *rotte face*, and that the acceptance of his view, as quoted, would be a grave danger to the defence of the Empire. It cannot be said that he has adduced convincing reasons for the complete change in naval policy which he advocates.

His view is that at the beginning of hostilities submarine-boats will be able effectually to bottle-up in harbours all surface craft, and that a "battleship is not immune from attack even in a closed harbour, for the so-called protecting boom at the entrance can easily be blown away." Thus, if a battleship is not safe on the high seas or in harbour, he asks: "What is the use of a battleship?" Moreover, he says, submarine-boats are difficult to destroy, because "it is difficult to attack what you cannot see." Thus he contends that what we require is an enormous fleet of submarines, airships and aeroplanes, and a few fast cruisers, provided we can find a place to keep the latter in safety during war time. We are at one with Sir Percy Scott in his view that we should have a great fleet of submarine-boats, but until other Powers decide to cease building battleships and other surface craft, it would be fatal for Britain to discontinue the present policy so far as these are concerned. A "Naval Officer" who has written most cogently on the weaknesses of Sir Percy Scott's contention that we must cease building battleships, controverts the premise on which Sir Percy builds his conclusion. The boom protecting harbours have never been destroyed by submarine-boats, and although torpedo-boat destroyers have been able to enter harbours thus protected, they have done so by "jumping the boom," with considerable damage to themselves. Moreover, if the enemy's surface ships succeeded in escaping from harbour, there would be serious menace to Britain, and particularly to our food supply, in consequence of the depredations which they might effect when unopposed by vessels of equal modernity and corresponding speed.

It is doubtful for a few years our present surface boats would equal in tactical quality those of the enemy. But if, as Sir Percy Scott's injunction, we ceased building such vessels, while other Powers continued to do so, we should be placed in jeopardy in a very short time. It may not be easy to fight submarine-boats except by their opposites; but by reason of their comparatively low speed, they would never overtake a surface boat which might escape from harbour. Besides, it has not been established by Sir Percy Scott that the torpedo, practically the only weapon of the submarine-boat, would be effective. Again, the radius of action of such boats when submerged is very limited, not much more than 100 miles, so that, in taking a voyage across the North Sea they would have to proceed "awash," and would then be subject to attack by torpedo-boat destroyers and other surface craft, and by aerial vessels.

Dr. Baron-Cather of Paphos, the author of the A. B. C. of Cantones, has just published a book, through Messrs Kelly and Walsh, entitled "Medical Missionary Language Study: As it is and as it ought to be." The Preface and Apology that form part of the book are written in a manner that indicate the author to be an independent thinker, and one not afraid to tilt against the ideas of those assumed to be authorities on the subject with which the book deals. Writing chiefly for those entering upon Mission work, he says with reference to attending Sunday duties: "Young missionary, when you are told that it is 'the custom' to do this or that, consign the custom to the devil from whom it emanated, and obey God—no matter what it costs, do not take the first downward step." Later he hopes to give a more detailed account of the work. Its price is \$2.50.

The entries and clearances at all ports of China for the year 1913 totalled 100,728, with a tonnage of 93,374,830 tons, showing an increase of 45 million tons over the record year of 1910. As compared with 1912 the greatest increase—5,225 vessels and 33 million tons—is under the Japanese flag. The Chinese flag comes next with an increase of 4,454 vessels, and 1,558,000 tons, and of this increased tonnage 873,000 tons was added on the Yangtze and 7,500 tons on the Kowloon, Canton, and West River runs, with vessels averaging about 150 tons burden. British tonnage maintains the advance made in 1912; and there is an appreciable increase under the American and German flags. French tonnage has declined, chiefly owing to the transfer of three steamers plying on the West River from the French flag to the Chinese, and Norwegian tonnage has fallen much below its average.

GOVERNMENT APPOINTMENTS.

The following appointments by H.E. the Governor are gazetted:

Mr. Christopher Wilson to be Lieut. Colonel and Mr. J. N. Murphy to be Second Lieutenant in the Hongkong Volunteer Corps, with effect from July 7.

Mr. Edward Jones and Mr. Robert Oliphant Hutchison to perform the duties of Assistant Harbour Master during the absence on leave of Basil Reginald Hamilton Taylor, Commander, R.N., or until further notice.

Dr. George Ernest Aubrey, M.R.C.S. (Eng.), L.R.C.P. (Lond.), M.B. (Lond.), B.S. (Lond.), to be honorary visiting physician and Dr. Charles Rowley, M.B. (Edin.), B.S. (Edin.), F.R.C.S. (Edin.), to be honorary obstetric physician to the Government Civil Hospital, with effect from July 10.

HONGKONG'S RAINFALL.

The following table gives the monthly rainfall at the Observatory to the end of June with the means and extremes for 30 years:

RAINFALL AT HONGKONG OBSERVATORY.

1914 1884-1913.

January 6.00 1.44 3.43 0.00

February 3.24 1.69 7.95 0.01

March 1.10 2.99 11.45 0.17

April 4.49 5.51 14.89 1.29

May 12.62 11.71 48.84 1.10

June 12.55 15.68 34.37 2.54

The year's rainfall to the end of the month amounts to 33.74 inches, the 30 years mean for the same period being 30.02 inches.

NEWS OF THE DAY.

LOCAL AND GENERAL.

The German Mail of the 11th June was delivered in London on the 10th July.

The silk shipped from Hongkong by R.M.S. Empress of Asia on June 10th reached New York on July 8th.

A detailed account of the recent bomb outrage at Westminster Abbey perpetrated by a suffragette will be found on pages 4 and 5.

His Excellency the G.O.C., Troops, is to present a Good Conduct Medal to a Sergeant of the 2nd D.F.L.I., at Murray Barracks after the Parade Service to-morrow.

A new market area has been defined at Cheung Chiu. The market is managed by a committee appointed by the Kai Wing, subject to the approval of the District Officer.

Gun Practice will be carried on by the Military on Tuesday, the 14th July, from Pak Sha Wan, in a north-easterly to northerly direction, between the hours of 8 p.m. and 10 p.m.

The Pharmacy Amendment Ordinance, the amending ordinance to the Electricity Supply Ordinance 1911, and the ordinance to provide against the circulation in the Colony of seditious publications have received the approval of H. M. the King.

Four samples of bread, eight of milk and six of whiskey analysed by the Government analyst under the sale of food and drugs ordinance, 1896, during the quarter ended June 30 were all found to be genuine.

A rather unusual step of promotion recently fell to the lot of Sergeant Cavanagh, Grenadier Guards, who was promoted Hon. Lieutenant and Quartermaster of the Nigeria Regt., West African Frontier Force.

Mr. H. W. Denison, the foreign adviser to the Japanese Foreign Office, has been stricken with paralysis, and is not expected to recover. He has been taken to St. Luke's Hospital, Tokyo, where an operation was performed, but the patient is unconscious. (Mr. Denison is in his 63rd year, and has been connected with the Foreign Office since 1880.)

A Chinese who had taken a trip to Singapore with his conspecifics accused her—before Mr. Wood to-day—of stealing his goods and chattels on transferring her affections to another. The lady said that the articles were hers. The complainant did not support her. She had pawned a watch she was alleged to have stolen, and with the proceeds bought a pair of shoes and took another trip abroad. Mr. Wood bound her over in the sum of \$50 to come up for judgment when called upon.

The mean maximum temperature last month was 86.6, and the mean minimum 78.9 degrees Fahr. A total of 174.4 hours of sunshine was recorded; and 12.225 inches of rain fell. The rainfall was about three inches below the average for the past thirty years. A note by the Director of the Observatory states that the rainfall for the month of June, at the Botanical Gardens was 12.66 ins. on 18 days, at the Matilda Hospital, Mount Kallet, it was 13.15 ins. on 8 days, and at the Police Station, Taipei, it was 13.32 ins. on 16 days.

Dr. Baron-Cather of Paphos, the author of the A. B. C. of Cantones, has just published a book, through Messrs Kelly and Walsh, entitled "Medical Missionary Language Study: As it is and as it ought to be." The Preface and Apology that form part of the book are written in a manner that indicate the author to be an independent thinker, and one not afraid to tilt against the ideas of those assumed to be authorities on the subject with which the book deals. Writing chiefly for those entering upon Mission work, he says with reference to attending Sunday duties: "Young missionary, when you are told that it is 'the custom' to do this or that, consign the custom to the devil from whom it emanated, and obey God—no matter what it costs, do not take the first downward step." Later he hopes to give a more detailed account of the work. Its price is \$2.50.

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OCCASIONAL NOTES.

REFERENCE.

Reference was made in this column last week to the need of a shelter at the Kowloon ferry wharf under which in wet weather passengers can enter and leave their rickshaws; and to the necessity for the ricksha coolies being placed under better control. The wet weather of the past week has served to emphasize those needs. It is difficult to say which is the more urgent; but the present chaotic state of the ricksha traffic is a matter which can be remedied immediately, and without extra expense. If the Sikh policeman exercised a little common sense and the authority vested in him, the nuisance which occurs on the arrival of any ferry during the busy hours of a wet day could be mitigated, if not entirely obviated.

The lowering of the gangway is the signal for a score of coolies to rush pell-mell with their vehicles for the ferry exit. The vehicles invariably become tangled, there is endless confusion, and often harmless passengers who wish to walk and try to escape to the roadway get mixed up in the medley. To women and children the present state of things is a menace, and it is allowed to continue an accident is bound to happen.

We welcome the suggestion—we have not heard that it is more than a suggestion at present—for the establishment of a European hospital at Kowloon. While this side of the harbour is well provided in this respect, the peninsula has no place where cases requiring more than home treatment can be received. There is at least one modern hospital devoted to the needs of the Chinese at Kowloon, and the European community has now become sufficiently large, with the prospect of a steady increase, to warrant the building of such an institution intended exclusively for its use. The need is a very real one. The removal of a patient across the harbour would no doubt often outweigh the advantages to be gained from hospital treatment, and apart from this consideration it is not always possible to send emergency cases to the city. Any scheme put forward will of course need very careful consideration, and in view of the rapid building development taking place on this side of the water it is not present needs alone that will have to be borne in mind.

With almost incessant rain and typhoons threatening, the past week in Hongkong has been the slowest experienced for quite a long time. With the exception of golf parties—and one needed to be very ardent indeed to even play this sport has been out of the question for some days. The overcast sky was responsible for the adjournment of numerous moonlight picnics, and to crown all we are denied the mild excitement afforded by a Saturday gymkhana. But it is all wind that blows nobody any good, and the courts and greens will be all the better for the rest. The rain, while it must have added to the misery of the people of the flooded portions of the Delta, was doubtless welcomed by the Water Authority.

During the time the typhoon was threatening this week many people wondered whether it was not possible for the cones showing its position and course to be hoisted earlier than was done. It is of course necessary for the Observatory officials to compare reports from surrounding stations before definitely fixing upon the position and course of a typhoon at any considerable distance from the Colony, but in the case of storms which are but a few hours away it should surely be possible to give the information before eleven o'clock. The charts, too, made rather a belated appearance, and lacked the customary red line denoting the typhoon's track. As no centre of it appears to have been located, perhaps this was not clearly known to the Observatory.

A public health matter of interest to residents on both sides of the harbour is the poorness of the Colony's ambulance equipment. A patient who sets out for hospital on one of the out-of-date, badly sprung vehicles at present in use is handicapped from the start; and to see one of them jolting over some of the roads, such as the stretch along the sea front at Wanchai, brings to one's mind the line "Battle his bones, over the stones." If the Government could see its way clear to provide a few up-to-date, well sprung ambulances, with pneumatic tyres it would be doing a public service; a journey to hospital would be less of a purgatory, and both the doctor and his patients would have a better chance.

The wall of the middle class man who is vainly searching for a house which will provide decent accommodation for his family at a rental within reach of his pocket is one to which we in Hongkong have unfortunately become quite accustomed. Old residents have become so used to the exorbitant rentals that they have almost ceased to grumble, but the new arrival who has not lost the habit of reckoning prices in their sterling equivalent, generally expresses himself loudly and to the point.

Most of the unfortunate ones blame the Government. The almost complete absence of reservation laws has already enabled the Chinese to take many of the best streets on the middle levels simply by outbidding the European occupiers, and this is being repeated all over the Colony—except of course on the Peak and to Kowloon. While European standards demand a house for a family, the Chinese can manage very well in one room; and the division of the room among

six or seven families makes the displacement of the European an easy matter.

The European can never hope to beat the Oriental in this, as in many other things, on his own ground, because he cannot come down to the Oriental's level. But this is a British colony, and a little also legislation might make it easier for a Briton to live. It is to be hoped that the new European building estates now being developed will be strictly reserved. If they are not, the European will be slowly but surely squeezed out.

THE RAILWAY

DAMAGED.

NO THROUGH TRAINS.

The heavy rains have so damaged the Kowloon-Canton Railway near Sheklung that trains cannot get through. Passengers by the afternoon train yesterday got to Sheklung, forty miles from Canton and then had to return, reaching Kowloon late last night.

No through trains will run to-day and luggage and passengers are only being booked as far as Sheklung.

PLAGUE IN ALEXANDRIA BUILDING.

MOTION BY SANITARY BOARD MEMBER.

At the meeting of the Sanitary Board on Tuesday Mr. E. W. Goldring will move the following resolution:

"That in view of the recent outbreak of plague in Alexandria Building and the general insanitary and dirty conditions of the passage ways between (1) Alexandria Building and the King Edward Road Building and (2) between St. George's Building and King's Building, immediate steps be taken to provide for a regular inspection to take place between the hours of 7 p.m. and 7 a.m. of all buildings in the Central District which are used partly as offices and partly for residential purposes, so that a proper supervision and control may be exercised over the Chinese coolies and other servants employed in such buildings; and that the provisions of By-law No. 8, relating to scavenging and conservancy, be rigidly enforced."

SOCIAL AND PERSONAL.

Mr. S. Morioto, of the local office of the Toyo Kisen Kaisha, leaves on a three months' trip to Japan by the Shinyo Maru on the 14th.

Among the midshipmen who have come out by the P. and O. Nile for service with the China Squadron is H. C. Macdonald, the son of Mr. Donald Macdonald of Hongkong.

Captain T. W. T. Isaacs, 2nd Bn., Gloucestershire Regt., Tientsin, goes to the 3rd Bn., Gloucestershire Regt., Special Reserve, Bristol, for a tour of duty, vice Captain R. D. Scott.

Captain V. L. Bear, R.G.A., who was stationed at Stonecutters a few years ago, has vacated the appointment of Adjutant, Antrim R.G.A. Special Reserve, and joins the 17th Co., R.G.A., at Alderney, C.I.

Major G. T. Brierly, D.S.O., R.G.A., a former Adjutant R.A., Hongkong, was recently promoted, and is now posted from Antrim R.G.A. to the command of the 20th Heavy Battery, R.G.A., Fort Wallington, Farnham.

Mr. Eric Mitchell, son of the late Mr. E. W. Mitchell, formerly of Hongkong, and Mrs. Mitchell (née Lammert) arrived this morning by the s.s. "Taichow" from Shanghai, having travelled out from Home via Siberia, to join the firm of Messrs. Bradley and Co. Ltd., here. Mr. Mitchell was employed for a while in the London office of Messrs. Dodwell and Co. Ltd.

News was received in Yokohama from Harbin stating that Mr. R. M. Stirling, of Yokohama, who was taken seriously ill there while on his way home to England has died. Mr. Stirling was well-known both in Yokohama and Kobe, and for many years was connected with the firm of Messrs. Samuel, Samuel. Some weeks ago Mr. Stirling's friends in Yokohama, observing that he was becoming rather eccentric, persuaded him to go home for a change, and he accordingly left Japan for England via Siberia. At Mukden, however, he broke down, but subsequently recovered. The next news was that he had disappeared, and then a few days ago came the announcement that he had been found at Harbin, seriously ill.

NEW VESSELS FOR THE BRITISH ADMIRALTY.

H.M.S. Miranda, building by Messrs Yarrow & Co., Ltd., of Glasgow, for the British Admiralty, was successfully launched at the firm's yard.

This vessel, one of the three special destroyers ordered from Messrs. Yarrow & Co., Ltd., of their own design, is 260 ft. long by 25 ft. beam. The contract speed is 35 knots, and the vessel is fitted with Messrs. Yarrow's latest type of water-tube boilers and superheaters, by which a considerable economy in fuel is obtained.

It is interesting to note that H.M.S. Miranda is the first vessel to be launched of the 1913/1914 programme known as the "M" class.

H.M.S. "Landrail," the fourth torpedo boat destroyer of the 1913/1914 programme, built by Messrs. Yarrow & Co., Ltd., of Glasgow, was handed over to the British Admiralty on the 10th ult.

This vessel which is 220 ft. long and 27 ft. in beam, is propelled by turbines, the steam being supplied by three of Messrs. Yarrow's latest type of water-tube boilers, fitted with feed heating and superheating arrangements, by which a considerable economy in fuel is obtained.

The European can never hope to beat the Oriental in this, as in many other things, on his own ground, because he cannot come down to the Oriental's level. But this is a British colony, and a little also legislation might make it easier for a Briton to live. It is to be hoped that the new European building estates now being developed will be strictly reserved. If they are not, the European will be slowly but surely squeezed out.

FLOOD RELIEF FUND.

The Tung Wa Hospital begs to acknowledge with thanks the following further donations to the Flood Relief Fund—

Already acknowledged \$81,897.00

Wing Fa Ltd. 500

Mr. Leung Chak Chiu 500

Messrs. Tai Wo Chong 100

Mr. Li Chak Hin 100

Mr. Lam Ting Man 100

Mr. Lam Ting Man 100

Tai Shing Company 100

Messrs. Wing Wa 100

Messrs. Tung Hing Lung 100

Messrs. Kwong Hip Lung 100

Messrs. Yr Shing Lung 100

Messrs. Kwong Tai Yuen 100

The Staff and Students of St. Ying College 60.40

The Staff and Students of Queen's College 55.00

Compendio, Heads Mail S.S. 50

Co. 50

Messrs. Wa Ying Chong 50

Messrs. Po Yuen Kung Chan 50

China Merchants' Steam Navigation Company 30

Messrs. Yu Shung Yuen 50

Messrs. Man Shun Wing 50

Messrs. Kwong Ki Hong 50

Messrs. Sun Tung Chong 50

Messrs. Tung Hip Lung 50

Messrs. Kwong Yick Chong 50

Messrs. Sun Chay Lung 50

Hong Tai Company 50

Lin Ho Ku 50

Messrs. Yu Tai 50

Messrs. Sam Yick 50

Mr. Chiu Chung Tak 50

Tai Shus Company 50

Messrs. Shiu Fong Tai 50

Messrs. Sun Yu Koo 25

Chong Kan Ku 20

Messrs. Wing Yuen 20

Messrs. Tung Shing Wing 20

Messrs. Kung Lung 20

Messrs. Kwong Ching Tsung 20

Messrs. Fuk Hing Chong 20

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE ULSTER PROBLEM.

AN EXECUTIVE APPOINTED.

LONDON, July 11.

Yesterday was observed as a general holiday in Belfast, on the occasion of the arrival of Sir E. Carson, who was given an overwhelming welcome by enormous crowds and conducted by an armed escort to the meeting of the Ulster Unionist Council.

Private Council Meeting.

The Ulster Unionist Council met in private. The Duke of Abercorn, Lord Londonderry and the Ulster Unionist members of Parliament received an ovation.

Volunteers guarded Ulster Hall.

Ulster's "Government."

It is officially stated that the Ulster Government has resolved to declare their willingness to consider any proposal towards preserving their rights under the Imperial Parliament, but as they distrust the Government's bona fides they are compelled to press on the arrangements to resist the imposition of a Home Rule Parliament on Ulster. They had instructed the Executive accordingly.

The Ulster Government also resolved calling upon the people to see that everyone while in Ulster and under their jurisdiction should enjoy the same religious and civil freedom as they did now, irrespective of creed, and that they should exercise the same restraint as hitherto in carrying out whatever forward steps the Executive considers desirable.

Sir E. Carson's Part.

It is understood that the Council decided to leave the question as to when definite action should be taken to Sir E. Carson.

A Crisis.

"Ireland under Arms." "The war Preparations." "Ulster on the edge of the last step" are specimen headlines in today's Conservative papers, which are full of pictures of volunteer parades, portraits of Ulster leaders, and publish solemn despatches and editorials warning the British public that the storm may burst at any moment, as Ulstermen are sick of action.

One paper declares that Sir E. Carson, in a speech to the Ulster Council, said that the height of the crisis was hardly more than a matter of minutes.

Mr. Walter Long, M.P., interviewed at Belfast, said he had never seen such strength and feeling, and that any attempt at peace-making on a basis of compromise was doomed to failure.

Criticism by the Liberal Press

The Liberal newspapers characterise yesterday's resolution of the Ulster Provisional Government as a "Wooden Thunderbolt" and a ludicrous appeal to Ulster's boasting. They declare that Ulster has been invaded by a "horde of Tory journalists." One paper represented by half-a-dozen special correspondents, a medical correspondent, two photographers, with motors and a private wire to London. The Liberal papers warn their readers to accept with caution the sensational statements telegraphed to the Unionist press. Their editorials express disgust that the moment when the moderates of all parties are striving for a settlement has been deliberately chosen for the purpose of scaring the public and intimidating the Government.

The police in the Ulster towns have been re-informed in view of the Battle of the Boyne celebrations to-morrow.

RUSSIAN MAHOMEDANS.

LONDON, July 11.

A telegram from St. Petersburg states that at a Mohammedan Congress at which over forty delegates of European and Asiatic Russia were present it was stated that centralisation of the Mohammedan religions in the interests of the Russian Empire was urgently needed, and that with reference to the educational problem it would be difficult to effect progress among Mohammedans without also giving education to women.

CRAMP COLIC.

NO need of suffering from cramps in the stomach, or intestinal pains, Chamberlain's Colic, Cholera and Diarrhoea Remedy never fails to relieve the most severe cases. Out today, there will be no time to send for it after the attack comes on. For sale by all Chemists and Grocers.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

GERMANY'S WAR LEVY.

LONDON, July 11.

A telegram from Berlin states that the war levy amounts to 1005 millions of marks, which is below many of the optimistic estimates that were made.

ALBANIA APPEALS TO ROUMANIA.

LONDON, July 11.

A telegram from Rome states that the Prince of Albania has asked Rumania to send troops to restore order in Albania, and that Austria and Italy support the request.

MEXICAN AFFAIRS.

REBELS CAPTURE 5000 PRISONERS.

LONDON, July 11.

The Mexican Rebels captured 5000 prisoners at Guadalupe and much arms, ammunition and supplies.

General Villa affirms that he will only parley with General Huerta on the battlefield.

The Rebels Active.

LONDON, July 11.

A message from Saltillo says that General Carranza announces that the Mexicans have evacuated Guaymas, an important port on the west coast of Mexico. The Rebels are now concentrating an army of 20,000 against San Luis Potosi.

LEAGUE OF EMPIRE SALE.

LONDON, July 11.

The League of Empire sale of St. Helena lace and embroideries at Bathurst House was numerous attended. It is expected to realise a goodly sum. Mrs. Cordeaux and her daughter assisted.

BRITISH POLITICS.

THE GOVERNMENT'S INTENTIONS.

LONDON, July 11.

It is generally believed that the Government will prorogue Parliament immediately the Finance Bill and the necessary bills of supply are finished, and the Commons has considered the Amending Bill, probably in the middle of August. The new session will open early in November.

THE EMPIRE-DAY SHOOTING CONTEST.

FINAL SCORES.

LONDON, July 10.

The lists of final scores and the prize-winners in the Empire-Day rifle shooting contest have just been published. Seventy units competed.

The 16th Infantry, Newcastle (Australia), with a score of 2,932, won the Cup, silver medals, and £100.

Other prize-winners are as follows:—4th King's Royal Rifles (Rawalpindi), 2,740 (bronze medals and £50).

38th Dogras (Malakand), 2,644 (bronze medals and £25).

Royal Marine Artillery (Portsmouth), 2,632 (special prize of £25 for best unit in Great Britain).

The 28th Punjab (Hongkong) came next with a score of 2,466.

The 10th Hussars (Potschefstroom) whose score was 2,308, were granted a special prize of £25 for best Mounted unit.

Prizes are given to all above 16th place.

The report for 1913 of the Java-China-Japan Line states that the contract with the Government was fully carried out; 14 voyages were made on the China line, 17 on the Japan line and one on the combined route.

Of the two larger and faster vessels now building at Shanghai, the "Tjikembang" will be delivered shortly and the "Tjondar" in January, 1915. The steady increase of the working expenses will necessitate a corresponding increase in the cargo capacity of the vessels. If shipments are to be accepted at reasonable freights, but greater speed, can only be obtained economically if greater water displacement can be allowed, and as this is determined by the water-level in the shallowest harbour on the ship's route, it is to be deplored that it is just the two chief Java lines, viz., Soerabaya and Tandjong Priok, which hinder shipping, not only in this respect, but also by further insufficient arrangements.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE TIBETAN CONVENTION.

GREAT BRITAIN AND CHINA.

LONDON, July 11.

In the House of Commons Sir Edward Grey, Secretary of State for Foreign Affairs, speaking on the Foreign Office Vote, said he regretted that China had so far not signed the Tibetan Convention. No agreement had been proposed regarding boundaries, but he hoped that China would sign. If she did not, but resorted to an aggressive policy, the consequences must be disastrous for China, as there would certainly be serious trouble on the Indian frontier which would compel Great Britain seriously to take up the matter with the Government of China.

HOME CRICKET.

LONDON, July 11.

Lancashire beat Leicestershire at Liverpool by eight wickets. Last year Lancashire won by 292 runs.

Hampshire beat Gloucestershire at Bristol by an innings. Last year Gloucestershire won by 28 runs.

Kent beat Somerset at Gravesend by nine wickets. Last year Kent won by 354 runs.

Yorkshire beat Northampton at Huddersfield by an innings and 8 runs. Last year Northants won by 20 runs.

HINDU IMMIGRANTS IN CANADA.

THE GOVERNMENT'S FIRM ATTITUDE.

LONDON, July 11.

The "Times" Toronto correspondent telegraphs that the Canadian Government refuses to defray the expenses of deportation of the Hindu immigrants on board the Komagata Maru, as Canadian law obliges steamship owners bringing undesirable to Canada to deport them at their own expense. The Government proposes to make an example of the present case in order to prevent similar attempts in future.

CORRESPONDENCE.

[We do not necessarily acquiesce in opinions expressed by correspondents.—Ed.]

STAR FERRY COMPANY'S RATES.

(To the Editor of the "CHINA MAIL.")

Sir,—There has been a great deal of grumbling and dissatisfaction at the action of the Star Ferry Co. making alterations in the existing monthly family rates without any reason being given for the action they have taken.

There has also been a large amount of "hot air" blown off amongst a number of travellers on the ferries, and some letter writing to the newspapers, but why not call a meeting of family ticket holders and talk the matter over sensibly and then approach the Ferry Co. by deputation, who I am sure would listen to any arguments put forth; or petition the Government who should be concerned in a public convenience that they have lessened for a number of years.

What I would like to know is, whether the change is made with a view to increased revenue to the company, or is it to limit the number of members of a family for the existing fare? If the former, I consider that the splendid position of the Company's affairs do not warrant the increase. If the latter, I do not consider that the families have been treated fairly when the number is reduced to three.

Take for example the man with a large family—say six children, over six years of age who have all in the past travelled on the existing ticket—who on the first of August finds that he can only take one child and has to pay extra for the other five. I don't consider that a midway course or a liberal allowance on the existing ticket. What does this increase mean? It just means an increase of over twenty-five per cent, which I consider exorbitant.

Take again the case of where there are only two children, surely that cannot be considered a large family, and we find that only one child will be allowed, the other having to be paid extra for. That means thirty-three per cent increase.

Surely that cannot be considered a liberal treatment to those who for years have helped to build up the company, who, in the past, when not in such an independent position, were glad of the patronage of the present terms.

To my mind it is an absolute imposition. I am, Sir, yours, etc., "MARINE"

TYPHOON WARNINGS.

The following telegram was received at the American Consul General:—

Manila, 6.45 p.m. July 10. Cyclone or Typhoon, E. of northern Luzon, more than 300 miles distant, inclining northward.

Manila, 11.50 a.m. July 11. Cyclone or Typhoon, E. of Palawan Channel, moving N.W. or N.N.W.

SCOTTISH LETTER.

(From Our Own Correspondent.)

EDINBURGH, June 16.

OPEN GOLF CHAMPIONSHIP.

The candidates for the Open Golf Championship passed their preliminary examination at Troon, and we are in possession of the names of those who will enter upon the more serious business at Prestwick. The qualifying scores have no bearing upon the decision of the actual Championship beyond determining the 100 players who are entitled to compete in the final stage, which as usual will be decided by four rounds of stroke play. The play was entirely devoid of the sensational moments such as occurred at Hoylake 4 years ago. The "old gang" held their places at the head of the list. Duncan is the only golfer of the five who has not won the Championship, the other four leaders being Vardon, Bly, Braid, and Taylor. Only Braid gave anything; his putting displayed something of its old weakness, and yet, despite that fault, he brought to his support powers of such a high order that he stood third in the qualifying list. Bly and Duncan were well enough to the fore to suggest that either of them will be a danger to the veterans, and it is not resting to note that these leading notables were chased hotly by Gadd, the Welsh Champion, and O'Hare, who used to be second best professional in Irish competitions when Michael Murran was in the Green Isle and practically invincible there. Nine amateurs gained a place in the 100. Mr. Francis Quimby, the American youth who was so disappointing at Sandwich, did extremely well in playing himself into a serious challenger of the professionals in their familiar surroundings. He was a good distance in front of the next best amateur, Mr. Gordon Lockhart, though only three strokes separate them. Mr. J. L. C. Jenkins, the Amateur Champion, who was playing on his home ground, Captain C. E. Hutchison, of the Hunt Company, and Mr. J. B. Haig Anderson, Prestwick, all came in a bunch. Mr. Anderson is a young officer of the Cameron Highlanders, on furlough from India, and is at present staying with his father at Prestwick. Mr. E. W. Orr, of Northwood, better known as a former Prestwick golfer, and Lord Charles Hope, also got comfortably home, leaving Mr. Lason and Mr. Hilton to bring up the rear. Among those for whom the succeeding play will not have a personal interest, must be reckoned Mr. Edward Blackwell and Mr. C. B. Macfarlane, both fine stroke players, who seemed to be dogged by the very worst of bad luck. That veteran professional, Andrew Kirkcaldy, did not manage to make an international and notable forerunner, was more successful, and easily won his place.

SCOTTISH LADIES' CHAMPION.

Miss E. Anderson, Machrihanish, won the Scottish Ladies' Golf Championship, the second after one of the most exciting finals in the history of the competition. The other finalist was Miss Frances Teacher, Nurh Berwick, and the couple were so closely matched that the game was taken to the 24th green. Miss Anderson is a fine exponent of the game; she drives a long ball, and her iron play is accurate. Miss Teacher's play was even better than that of her opponent, but she was off her putting, while Miss Anderson seldom missed a short putt. The new Scottish Lady Champion belongs to Glasgow, and has been a frequent visitor to the club at Machrihanish for a few years ago, and at Machrihanish last year. She has twice played for Scotland in international matches. Her best appearance in the Ladies' Championship was made at Turnberry two years ago, when she was beaten in the fourth round by Miss Cecil Leitch. Miss Frances Teacher is a member of a well-known golfing family. She was Scottish Lady Champion in 1907, the first time she entered the contest. She has gone far in the Ladies' Championship, but a season ago, she was defeated by Miss Cecil Leitch in the opening round.

DEVELOPMENT OF CHINA.

The conclusion of the arrangements between the Eastern Asiatic Company and the Chinese Government for the development of the oil, mineral, and industrial resources of the Province of Szechuan will be developed by British capital, will (says the "Spectator") be welcomed by all who are interested in British enterprise in the East. The arrangement is a most important one, and comes at an opportune moment when the proposed formation of an "economic alliance" between this country and Japan is receiving attention both here and at Tokyo. The Japanese Government are advocating an extension of the scope of the existing compact in order to make it both diplomatic and economic. They suggest that this country should supply the capital, and they state that, as her part of the bargain, Japan would be prepared to undertake the work of investigation, the intimate knowledge of Chinese affairs, and its proximity to China giving it peculiar and special facilities. The Japanese in the Republic are more numerous than are the subjects of any other foreign nation, and they have among them a more large number of persons conversant with Chinese. It cannot, however, be said that up to the present they have made the best of their advantageous position. On the contrary, British and American subjects have made more detailed and expert studies of the economic resources of China than the Japanese. Moreover, a serious obstacle to an economic alliance is the feeling against Japanese that has long prevailed among the English in China. The causes are extremely complex, and the effect of such simple terms as are suggested by the Japanese Government would not, in the opinion of our Foreign Office, be at all sufficient to overcome it. Nor would this country regard the proposal as being in the nature of an advantage, being clearly on the side of Japan. A much more promising field of operations is believed to be opened up by the operation of British capital with the Chinese themselves.

THE THEFT FROM A SILK MERCHANT.

The remanded charge of assaulting and robbing a Shanghai silk dealer, against a Sopy of the 28th Punjab, at Rennie's Mill, was proceeded with to-day. It will be remembered that the silk merchant was attacked and robbed of \$32 worth of silk by some Indians who bound him and left him in the road under an umbrella which kept off the sun.

Mr. Sayer, assistant Superintendent of Police, prosecuted.

A Sopy regimental policeman who was on duty at the Mills said he saw complainant about 9 o'clock selling silk to two men. When the men had bought some silk he told the silk dealer to go away.

Inspector Sim of Kowloon City said he visited the scene of the outrage. The Indians would have been concealed behind a stone boulder and had dragged complainant two yards up above the road.

Captain Thompson, Indian Army, 28th Punjab, said he interpreted the charge to defendant at the Central Police Station. Defendant said in reply that he entered the hospital for treatment the afternoon on which the assault took place.

The case was again remanded until Tuesday when the defence will be heard.

SPORTING.

WATER POLO.

Hongkong League Matches.

V.R.C. (B) v. R.G.A.

Two matches were played in the V.R.C. Both yesterday evening, before a large number of spectators. Teams:—

V.R.C. (B).—E. P. Briggs; A. C. Roberts, M. L. Railton; L. O. Collins; A. F. Ribeiro, L. C. R. Souza, F. R. Roza.

R.G.A.—Gunner Crozier; Bombr. Patta, Gunner Hancock; Bombr. Chisholm; Gunner Dyson, Bombr. Mungham, Gunner Crawford.

Referee, Mr. F. Lammett.

Collins was the first to find the vicinity of the goal, his shot twice causing Crozier trouble. The soldiers only had one marksmanship. Dyson, who made many good efforts to score, Roberts did well for the civilians along range shot from him hitting the post with a bang. Roza was close in when Patta swam over him and a penalty was awarded, which opened the scoring.

Dyson scored what seemed to be a goal, but apparently the ball did not cross the line. Half time:—

V.R.C. (B), 1; R.G.A., 0.

Play was again keen and interesting in the second half. After both ends had been visited, Dyson equalised with a goal that Briggs had no chance of saving. Mungham, after doing well in the first half, was little use as he was apparently tired out. A long shot by Roza found the net putting the civilians ahead. Roza scored again when Patta seemed to have him well marked.

Dyson again scored, Crawford and Hancock made fine efforts to beat Briggs, which made closing stages exciting. Result:—

V.R.C. (B), 3; R.G.A., 2.

ROYAL ENGINEERS' D.C.L.I.

This match followed, after Mr. Lammett had threatened to put it off several times through the slackness of the D.C.L.I. in turning out. Teams:—

Royal Engineers—Lewis; Morriah-Hitcher; Tucker; Ferrigan, Wright, Saunders.

D.C.L.I.—Ward; Baldwin, Peamores; Farmer; Smith, Cusell, Walls.

Referee, Mr. F. Lammett.

The opening was exciting, Tucker and Ferrigan making excellent efforts to bring about the downfall of their opponents.

The "Dukes" woke up later, but Cusell seemed to have changed his ideas of shooting, and let several chances slip by through waiting. Morriah and Tucker did not fail to take advantage of this by "downing" Cusell kept their goal intact. Saunders was speedy and assisted by Wright gave the Cornwallis defence something to do.

Passing between Morriah, Tucker and Saunders ended in the latter scoring. Twice Smith was in a position to equalise, but Lewis saved finely once and the other effort flew over the goal. Half time:—

Royal Engineers, 1; D.C.L.I., 0.

The Cornwallis did all they could to equalise after the opening. Lewis saved again and again, clearing a particularly fine shot by Walls. A turn by the Engineers changed matters, Saunders from a couple of yards failing to do better than hit the custodian.

The looked like losing, especially after Lewis saved an apparent certainty from Smith. A little while before time, Baldwin equalised amidst great excitement. Morriah went up to try and regain the lead, but the end came with the result a draw.

Royal Engineers, 1; D.C.L.I., 1.

COUNTRY CHAMPIONSHIP POSITIONS (as on June 15.)

Player	Wins	Losses	Draws	Points
Middleton	7	0	1	13
Surry	7	0	1	13
Warwickshire	7	0	1	13
Yorkshire	7	0	1	13
Gloucestershire	7	0	1	13
Nottingham	7	0	1	13
Leicestershire	7	0	1	13
Derbyshire	7	0	1	13
Warwickshire	7	0	1	13
Yorkshire	7	0	1	13
Gloucestershire	7	0	1	13
Nottingham	7	0	1	13
Leicestershire	7	0	1	13
Derbyshire	7	0	1	13
Warwickshire	7	0	1	13
Yorkshire	7	0	1	13
Gloucestershire	7	0	1	13
Nottingham	7	0	1	13
Leicestershire	7	0	1	13
Derbyshire	7	0	1	13
Warwickshire	7	0	1	13
Yorkshire	7	0	1	13
Gloucestershire	7	0	1	13
Nottingham	7	0	1	13
Leicestershire	7	0	1	13
Derbyshire	7	0	1	13
Warwickshire	7	0	1	13
Yorkshire	7	0	1	13
Gloucestershire	7	0	1	13
Nottingham	7	0	1	13
Leicestershire	7	0	1	13
Derbyshire	7	0	1	13
Warwickshire	7	0	1	13
Yorkshire	7	0	1	13
Gloucestershire	7	0	1	13
Nottingham	7	0	1	13
Leicestershire	7	0	1	13
Derbyshire	7	0	1	13
Warwickshire	7	0	1	13
Yorkshire	7	0	1	13
Gloucestershire	7	0	1	13
Nottingham	7	0	1	13
Leicestershire	7	0	1	13
Derbyshire	7	0	1	13
Warwickshire	7	0	1	13
Yorkshire	7	0	1	13
Gloucestershire	7	0	1	13
Nottingham	7	0	1	13
Leicestershire	7	0	1	13
Derbyshire	7	0	1	13
Warwickshire	7	0	1	13
Yorkshire	7	0	1	13
Gloucestershire	7	0	1	13
Nottingham	7	0	1	13
Leicestershire	7	0	1	13
Derbyshire	7	0	1	13
Warwickshire	7	0	1	13
Yorkshire	7	0	1	13
Gloucestershire	7	0	1	13
Nottingham	7	0	1	13
Leicestershire	7	0	1	13
Derbyshire	7	0	1	

SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

Will despatch VESSELS to the Undermentioned PORTS on or about the
DATES named—

For	Steamers	To Sail	Remarks
SHANGHAI, MOJI, KOBE and YOKOHAMA	NILE Capt. H. Powell	11th July	Freight and Passage.
SHANGHAI	DEVANHA Capt. W. R. Hickey	About 18th July	Freight and Passage.
LONDON, via Cape Post or Udd	ASSAYE Capt. G. J. Coldwell	Noon 18th July	See Special Advertisement
LONDON & ANTWERP via Suez, P. de, C. de, Port Said & Malakka	NAGOYA Capt. W. H. Swann, R.N.R.	About 22nd July	Freight and Passage.

All the above steamers are fitted with Wireless Telegraphy
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CANADIAN PACIFIC ROYAL MAIL
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THE CANADIAN PACIFIC RAILWAY.
PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

FOR VANCOUVER.

From Hongkong.	Day	Remarks
EMPEROR OF INDIA	Wednesday, July 22.	
EMPEROR OF ASIA	Wednesday, Aug. 5.	
EMPEROR OF JAPAN	Wednesday, Aug. 19.	
EMPEROR OF RUSSIA	Wednesday, Sept. 2.	
MONTAGUE	Wednesday, Sept. 9.	

Steamships leave HONGKONG at 12.00 Noon.

The EMPERORS OF RUSSIA and EMPERORS OF ASIA are new quadruple screw 21 knot turbine steamers of 18500 tons gross—30,025 tons displacement—the finest, fastest and most luxurious on the Pacific.
All steamers of the Company's Pacific and Atlantic Fleet are equipped with the Marconi wireless apparatus.
Each Trans-Pacific steamer connects at Vancouver with a Mail Express Train and at Quebec with the Company's Atlantic Mail Steamers.
The Company's chain of Hotels across Canada are unsurpassed for comfort.

PASSENGER RATES, HONGKONG TO LONDON

Steamer	Optional Atlantic Port	Rate
EMPEROR OF RUSSIA	Optional Atlantic Port	£71.10.
EMPEROR OF ASIA	do do	£45.
EMPEROR OF JAPAN	do do	£55.

MONTAGUE—intermediate service—First class railway, second cabin Atlantic, via Canadian Atlantic Port—£45.
Meals and sleeping car across Canada not included in any of above rates. If required such will cost £5 additional.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or Toyo Kisen Kaisha.

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SEMI-ANNUAL THROUGH RATES (First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, &c. Full particulars on application to Agents.
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For further information, Maps, Guide Books, Rates of Passage and Freight, apply to
D. W. CRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGUA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

From Hongkong:	Connecting with "GUJARAT"	From Colombo:
1st August.		17th August.

Excellent Accommodation for 1st and 2nd Class Passengers.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGUA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient independent offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

From Hongkong	S.S. "SALAMIS"	About 24th of July.
First Class Accommodation for Passengers		
Fitted with Wireless Telegraphy.		

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THE BANK LINE, LIMITED.
MANAGING AGENTS.

HONGKONG—NEW YORK.

REGULAR SAILINGS VIA PORTS AND SUEZ CANAL.
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S.S. MUNCASTER CASTLE..... on or about 16th July.

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INDO-CHINA STEAM NAVIGATION CO., LTD.
AND AFRICAN LINE.

Proposed sailings from Hongkong

Steamer from Hongkong	On or about	Connecting at Calcutta with	On or about
TAKADA	July 11.		
KUTSANG	July 16.	"UMHLOTI"	3 August.

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THE NANYO YUSEN KUMI
(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya

S.S.	For	From	Remarks
BANRI MARU	For S'pore, Batavia, C'bon, Samarang & Sourabaya	22nd July.	5th Aug.
RIOSUKE MARU	For S'pore, Batavia, C'bon, Samarang & Sourabaya	22nd Aug.	5th Sept.
BANRI MARU	For S'pore, Batavia, C'bon, Samarang & Sourabaya	22nd Sept.	5th Oct.
RIOSUKE MARU	For S'pore, Batavia, C'bon, Samarang & Sourabaya	22nd Oct.	5th Nov.

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MONGOLIA 27000 tons MANCHURIA 27000 tons
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Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

S.S.	Departure
KOREA	Sailing Thursday, 23rd July, 1 p.m.
SIBERIA	Sunday, 2nd August, 1 p.m.
CHINA	Tuesday, 11th August, Noon.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morris, the world-famous chef. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—all water returning tank, Filipino orchestra, deck games, dances, etc.—and a full orchestra throughout the trip.

The Safety and Comfort of Passage in Our First Cabin
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JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Displacement	Speed	Leaves Hongkong
SHINYO MARU	22,000-21 knots		Tuesday, 14th July.
OHIO MARU	22,000-21 knots		Tuesday, 4th August.
TENYO MARU	22,000-21 knots		Tuesday, 25th August.
NIPPON MARU	11,000-18 knots		Tuesday, 8th September.

Steamers via Shanghai will be despatched at NOON.
Manila at 10.30 A.M.

First Class	London	Return (6 months)
£71.10.		£120.
£20.		£36.10.
£45.		£83.

SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI	KOBE	YOKOHAMA
\$120.	\$135.	\$150.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from SAN FRANCISCO by steamers of the Pacific Mail S.S. Co. or from VANCOUVER by steamers of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

Via Japan Ports, Honolulu, Rio, Manzanillo Salina Cruz, Callao, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires.

Steamer	Displacement	Speed	Sailing
ANYO MARU	18,500-15 knots		

For full particulars as to Passage and Freight apply to
S. MORIMOTO, Agent.
Telephone 231. KING'S BUILDING (Opposite Blake Pier).

MESSAGERIES MARITIMES
FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.

For	Steamers	To Sail
SHANGHAI, KOBE and YOKOHAMA	AMAZONE	13th July.
YOKOHAMA	PAUL LECAT	27th July.
MARSHALLS, via Port of Call	CHILL	14th July at 1 p.m.
	ATLANTIQUE	28th July at 1 p.m.

ALL STEAMERS FITTED WITH WIRELESS.
TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and ADEN, and at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via Paris by rail.
Circular tickets to Europe via Suez and SHANGHAI Route and vice versa delivered here.

For further particulars apply to
P. THOMAS, Agent.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	August 1st	July 31st at 10 a.m.
EMPIRE	August 3rd	August 2nd at 10 a.m.
ST. ALBANS		September 1st at 10 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are fitted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried.

For further particulars apply to
GIBB, LIVINGSTON & CO. Agents.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SWATOW, WEIHAIWEI, CHEFOO & TIENTSIN	CHENAN	July 12, Daylight.
SHANGHAI & TIENTSIN	LIANGHONG	July 14, at 4 p.m.
MANILA, CEBU & LOILO	TAMSO	July 14, at 4 p.m.
CHEFOO & NEWCHANG	TAMSO	July 15, Daylight.
PARHAI & HAIHONG	SHONGKANG	July 15, at 9 a.m.
SHANGHAI	LUCHOW	July 16, at 4 p.m.
SHANGHAI & TIENTSIN	YINCHOW	July 18, Midnight.
MANILA, CEBU & LOILO	TEAN	July 21, at 4 p.m.
WEIHAIWEI & TIENTSIN	SHANGHAI	July 23, at 10 a.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "NANTU".
S.S. "LINTAN" and S.S. "NANTU".
Excellent Saloon accommodations in staterooms. Electric Fans fitted. Extra state-rooms on deck, aft on "Taming" and "Tea".

SHANGHAI AND TIENTSIN LINE. The Twin Screw Steamers "Anhui", "Chusan", "Shaoxing" and the S.S. "Kanchow", "Liangchow", "Luchow", and "Yingchow", having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to Tientsin, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Marry Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconveniences of transshipment at Woosung.

REDUCED FARES—
Hongkong to Shanghai—Single \$45. Return \$75.
Hongkong to Tientsin—Single \$75. Return \$125.
For Freight or Passage apply to
B. T. TIERFIELD & SQUIRE, AGENTS.
Telephone No. 58.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	Steamers	To Sail
TIENTSIN	CHONGSHING	TUESDAY, July 14, at 10 a.m.
SHANGHAI, KOBE & MOJI	LAISANG	TUESDAY, July 14, at Noon.
SINGAPORE, PENANG & CALUTTA	KUTSANG	WEDNESDAY, July 15, at Noon.
MANILA	LOONGSANG	SATURDAY, July 18, at 2 p.m.

RETURN TOURS TO JAPAN.

THE steamers Kutsang, Namsang & Loong Sang leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 30 days. This service is supplemented by the Kutsang, Kutsang, Loong Sang, and Loong Sang leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified Surgeon is also carried.
Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei & Taigang.

Taking Cargo on through Bills of Lading to Kanda, Lahad Datu, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to
Telephone No. 215.
JARDINE, MATHESON & Co., Ltd., General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARD.

For	Steamers	Date of Departure
LONDON & ANTWERP	DEN OF RUTHVEN	About 19th July.

TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND.

"DEN OF AIRLIE".....About 10th August.

For freight and further particulars, apply to
JARDINE, MATHESON & Co., Ltd., AGENTS.

Telephone No. 215 Sub Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. DILWARA, 5,378 tons, Capt. Ramjee, R.N.R. will be despatched for KOBE and MOJI on 14th July at Noon.

S.S. G. APOAB, 4,600 tons, Capt. J. E. Drake, will be despatched for SHANGHAI, KOBE and MOJI on 28th July.

WESTWARD.

S.S. TAKADA, 5,900 tons, Capt. Robins, will be despatched for SINGAPORE, PENANG & CALCUTTA on 14th July.

S.S. TORILLA, 5,205 tons, Capt. Swanson, R.N.R. will be despatched at above on 2nd August.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or Passage, apply to
DAVID BARBOON & CO., LTD., AGENTS.

SHIPPING



STEAM FOR STRAITS, CEYLON, AUSTRALIA, COLOMBO, EGYPT, MADAGASCAR, PANAMA PORTS, PLYMOUTH AND LONDON.

THROUGH Bills of Lading issued for RETA, VIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship ASSAYE, Capt. G. J. Conwell, carrying His Majesty's Mails will be despatched from this port for BOMBAY, on SATURDAY, the 18th July, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Mails from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Stk and Valuable, and Tea and Cargo for France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London etc., will be conveyed via Bombay and transhipped to the S.S. Colombo due in London on 22nd August 1914.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWITT, Superintendant
Hongkong, July 1, 1914.

For MOJI, JAPAN; MANZANILLO, MEXICO; CALLAO, PERU; AND IQUIQUE, CHILE.

THE Steamship MEXICO CITY.

Captain N. A. STARKY, will be despatched for the above ports on the 18th instant.

Electric light, throughout, and good accommodation for first and second-class passengers.

For freight or passage apply to
ENG HOK FONG S.S. Co.,
87 Des Voeux Road Central,
Hongkong, July 4, 1914. 795

ORIENTAL—AFRICAN LINE.

For SINGAPORE, MAURITIUS AND SOUTH AFRICAN PORTS.

THE Steamship SALAMIS, 4509 tons, Captain D. A. GARDNER, will be despatched as above on FRIDAY, 24th July, at Noon.

For Freight and Passage, apply to
THE BANK LINE, LIMITED, Managing Agents,
Hongkong, July 10, 1914. 815

THE "INDRA" LINE, LIMITED, FOR BOSTON AND NEW YORK.

(With liberty to call at the Malabar Coast.)

THE Steamship "INDRAKUALA".

Captain A. H. SMITH, will be despatched as above on MONDAY 27th July.

This steamer has excellent accommodation for a limited number of saloon passengers.

For Freight and Passage, apply to
JARDINE, MATHESON & Co., Ltd., Agents.
Telephone No. 215 Sub Ex. 9.
Hongkong, July 8, 1914. 790

THE AMERICAN & ORIENTAL LINE.

For BOSTON AND NEW YORK VIA SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

THE Steamship ROY L PRINCE, Captain Conell, will be despatched as above on WEDNESDAY, the 8th August.

For Freight and Passage, apply to
ARNHOLD, KARBURG & CO., General Agents,
Hongkong, July 8, 1914. 807

INDRA LINE, LIMITED, NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship Indraghrit, having arrived from the above ports, Consignees of Cargo by her, are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 15th July will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on 14th July at 9 a.m. Claims against the steamer must be presented within 10 days of arrival otherwise they

SHIPPING

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS AND CARGO

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Leaves	Arrives	Connecting Steamer	Leaves	Arrives
Yokohama	June 25	July 2	Yokohama	July 2	July 9
Yokohama	July 9	July 16	Yokohama	July 16	July 23
Yokohama	July 23	July 30	Yokohama	July 30	Aug. 6
Yokohama	Aug. 6	Aug. 13	Yokohama	Aug. 13	Aug. 20
Yokohama	Aug. 20	Aug. 27	Yokohama	Aug. 27	Sept. 3
Yokohama	Sept. 3	Sept. 10	Yokohama	Sept. 10	Sept. 17
Yokohama	Sept. 17	Sept. 24	Yokohama	Sept. 24	Oct. 1

THE ATTENTION OF PASSENGERS is drawn to the Accelerated Arrival of the Mail Steamers at Marseilles, Plymouth & London. These vessels will now arrive in Marseilles on Friday & London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamers from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON AND MARSEILLES

1st SALOON	2nd SALOON	Accommodation	SINGLE	RETURN
£27.	£13.	£27.	£13.	£27.
£28.	£14.	£28.	£14.	£28.
£29.	£15.	£29.	£15.	£29.
£30.	£16.	£30.	£16.	£30.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRAVELLING) STEAMERS
WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMER	Leaves	Arrives	STEAMER	Leaves	Arrives
Yokohama	June 25	July 2	Yokohama	July 2	July 9
Yokohama	July 9	July 16	Yokohama	July 16	July 23
Yokohama	July 23	July 30	Yokohama	July 30	Aug. 6
Yokohama	Aug. 6	Aug. 13	Yokohama	Aug. 13	Aug. 20
Yokohama	Aug. 20	Aug. 27	Yokohama	Aug. 27	Sept. 3
Yokohama	Sept. 3	Sept. 10	Yokohama	Sept. 10	Sept. 17
Yokohama	Sept. 17	Sept. 24	Yokohama	Sept. 24	Oct. 1
Yokohama	Sept. 24	Oct. 1	Yokohama	Oct. 1	Oct. 8

These Steamers call also at PORT SWETTENHAM, PENANG, and COLOMBO.

FARES TO LONDON

1st SALOON £25 SINGLE £12.50 RETURN £25.

FARES TO MARSEILLES

1st SALOON £25 SINGLE £12.50 RETURN £25.

2nd SALOON £12.50 SINGLE £6.25 RETURN £12.50.

All Passengers Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For further particulars apply to

E. A. HEWITT,

Superintendent.

NORDDEUTSCHER LLOYD,
BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	Tons	To SAIL
MANILA, ANGAUR, YAP, MARON, FRIEDRICH WILHELM, HANNOVER, RABAU, SAMAR, BRISBANE & SYDNEY	PRINZ SIGISMUND, Capt. A. Hurling.	(6,000)	SATURDAY, 11th July at 5 p.m.
Kobe	PRINZ WALDEMAR, Capt. O. Jansz.	(6,100)	THURSDAY, 23rd July, at 3 a.m.
JERSEY, KUDAT and SANDAKAN	BORNEO, Capt. J. Koshler.		TUESDAY, 14th July at 9 a.m.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telephones.

FREIGHT LINE

NEXT SAILINGS FROM HONGKONG.

OUTWARD.

HOMEWARD.

Steamship	about 1914	For Duenkirchen, Rotterdam and Bremen
GOTTINGEN	19th July.	S.S. TUEBINGEN
TUEBINGEN	3rd August.	about middle of September.

For further Particulars apply to

NORDDEUTSCHER LLOYD,
MELOHRS & CO.,
GENERAL AGENTS.

SHIPPING

AUSTRIAN LLOYD'S S.S. CO.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

Sailing from Hongkong.

OUTWARD.			
For SHANGHAI, Direct	S.S.	"BOHEMIA" 7,900 Tons.	on August 1st at 8 a.m.
For SHANGHAI, YOKOHAMA, KODE & MOI.....	S.S.	"CHINA" 11,800 Tons.	About August 1st
HOMELAND.			
For TRIESTE (Venice) direct via Straits, Colombo, Djibouti, Suez Canal.....	S.S.	"KORBER" 9,000 Tons.	on July 15th at 3 p.m.

Fares: I £30. II £36. III £19.

For TRIESTE (Venice) via	S.S. "SILEZIA"	on August 5th
Calcutta	S.S. "SILEZIA"	on August 5th

Fares: I Saloon only £23.

Taking cargo on through Bills of Lading to all Adriatic, Levant and Black Sea Ports, etc. All steamers are fitted with Wireless Telegraphy.

COMBINED TICKETS.

THROUGH TO LONDON via S.S. "BOHEMIA" I £30. II £36. III £19.

THROUGH TO LONDON via S.S. "CHINA" I £30. II £36. III £19.

THROUGH TO LONDON via S.S. "KORBER" I £30. II £36. III £19.

Passengers have the option of booking the return at a reduced rate by any vessel of the Austrian Lloyd S.S. Co. or by any other vessel of the Austrian Lloyd S.S. Co. or by any other vessel of the Austrian Lloyd S.S. Co.

Eastward: from Hongkong via Canada or U.S. to Europe and back to Hongkong via Suez Canal.

Westward: from Hongkong via Suez Canal to Europe and back to Hongkong via Suez Canal.

Fares: I Saloon only £18.15.

For full particulars as to passages and freights apply to

SANDER, WIELER & Co., Agents, Prince's Building.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft "HANSA"

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES.

via STRAITS AND COLOMBO.

To MARSEILLES, HAVRE, ZEMDEN, BREMEN, HAMBURG, & NEW YORK.

AND FROM MANILA, HONGKONG & JAPAN TO VICTORIA.

VANCOUVER (B.C.) AND SEATTLE, WASH. AND PORTLAND (Or.)

THROUGH CARGO at through Rates to all European, North Continental and British Ports, also Trieste, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 17th July.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 25th July.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 14th Aug.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 22nd Aug.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 11th Sept.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 19th Sept.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 27th Sept.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 5th Oct.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 13th Oct.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 21st Oct.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 29th Oct.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 6th Nov.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 14th Nov.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 22nd Nov.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 30th Nov.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 7th Dec.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 15th Dec.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 23rd Dec.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 31st Dec.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 8th Jan.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 16th Jan.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 24th Jan.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 31st Jan.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 7th Feb.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 15th Feb.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 23rd Feb.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 3rd Mar.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 11th Mar.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 19th Mar.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 27th Mar.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 4th Apr.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 12th Apr.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 20th Apr.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 28th Apr.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 6th May.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 14th May.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 22nd May.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 30th May.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 7th Jun.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 15th Jun.

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For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 8th Sep.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 16th Sep.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 24th Sep.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 31st Sep.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 8th Oct.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 16th Oct.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 24th Oct.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 31st Oct.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 8th Nov.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 16th Nov.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 24th Nov.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 31st Nov.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 8th Dec.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 16th Dec.

For Shanghai, Kobe & Yokohama S.S. "SENTERGAMBA" 24th Dec.

For Shanghai, Kobe & Yokohama S.S

